Setting up of National Transport SafetyiQBaard anfl National Air Safety Beard

320. SHRI GUNDAPPA KORWAR: Will the Minister of CIVIL, AVIATION AND TOURISM *be* pleased to state:

(a) whether there is any proposal to set up a National Transport Safety Board and a National Air Safety Board to give impetus to air safety in the country; and

(b) if BO, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NASI A2AD): (a) and (b) There is no proposal to set up a National Transport Safety Board and|or a National Air Safety Board. However, appointment cf an eminent Civil Aviation expert to comprehensively re-appraise the legal framework and operative systems relating to Air Safety is under consideration of the Government.

Lose; to Indian /-felines durfto pilots' agitation and strike

321. SHRI G. Y. KRISHNAN; Will the Minister of CIVIL A VIATION AND TOURISM be pleased to states

(a) the cumulative loss sustained by the Indian Airlines during the last year and this year on account of pilots' agitation and resultant strike;

(b) whether a large number of Indian Airlines pilots have either left IA or sought for voluntary retirement to join the private air taxi operators;

(c) whether Government are con sidering any measures to stop this large — scale exodus of pilots; if so^ the details in this regard;

(d) what is the approximate expenditure incurred by the Indian Airlines on the training of a pilot, after he joins the Airlines; and

(e) what measures Government are taking to boost its sagging image no| 'nly to lure fleeing passengers but also to cope with the s=tiff competition posed by private airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No loss wag suffered by Indian Airlines in the year 1993-94 on account of pilots' agitation|strike. During the year 1994-95 (as on date)f Indian Airlines suffered a net loss of Rs. ! crores due to pilots' reporting sick en masse.

(b) Yes, Sir. However, the exact number of fie pilot who joined pri vate airlines|air taxi operators is not known, as rone of them expressed euch an intention in their resignation letters.

(c) The following steps have been taken to check exodus of pilots from Indian Airlines: —

(i) Private airlincs|air taxi operators have been directed not to employ any employee of the national carriers without a 'No Objection Certificate' from the previous employer.

(ii) Notice period for resigning from the service of Indian Airlines increased to six months.

(iii) Bond amount for pilots increased.

(iv) Two settlements on Flight Duty Time Limitations and Pro-

ductivity linked payments; signed with Indian Commercial Pilots Association.

(d) The approximate cost of training of a pilot at different stages is> an under:—

(Rs. in lakhs)

(i)	Trainee Pilot to B 737 Co-pilot	12.30
(ii)	B 737 co-pilot to A 320 co-pilot	4.60
(iii)	A—320 Co-pilot to A 300 Co-pilot	6.90
(iv)	A 300 co-pilot to B 737 Commander	5.20
(v)	B 737 Commander to A 320 Commander	5.15
(vi)	A 320 Commander to A 300 Commander	8.45

(e) Indian Airlines is taking the following measures to meet the challenges of a competitive environment:—

(i) Improvement in service both on ground and on board.

(ii) Improved on.time performance.

(iii) Offering incentives|conces-sions for customers and agents.

(iv) Setting up of sales forces to generate more business.

(v) Changes in the organisational structure and systems to enable speedy and cohesive response to the environment.

(vi) Closer consultation with the employee unions/associations to foster an atmosphere of mutual understanding.

(vii) Increased international operations to gainfully deploy available rapacity

(viii) Tie up with Air India in several areas,

Modular terminal facilities at.... Calcutta airport

322. SHEIMATI CHANDRA KALA PANDi

SHRIMATI SARALA MAM-JSSHWARI;

Will the Minister ci CIVIL AVIATION AND TOURISM be Pleased to state;

(a) whether it is a fact that in the :e of modular terminal facilities at the Calcutta airport exporters of the Eastern region are using Delhi, Madras and Bangkok for their exports; and

(b) if so, whether Government would consider to make Cai itta airport a modular terminal?

THE MINISTER OP CIVIL AVIATION AND TOURISM SHRl GHULAM NABI AZAD): (a) and (b) The Cargo Terminal at. Calcutta Airport has been broadly meeting the needs of trade. To meet future demands^ In, ternational Airports Authority of India have plans to develop an integrated cargo terminal. Agents bonded ter-minal i_s also being planned where the freight forwarders/Customs House Agents could process their cargo and make it ready for carriage.